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Military road from Fort Union to Santa Fe

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MILITARY ROAD FROM FORT UNION TO SANTA FÉ.

[To accompany Bill H. R. No. 549.]

MAY 11, 1858.

Mr. FAULKNER, from the Committee on Military Affairs, made the following

REPORT.

The Committee on Military Affairs, to whom was referred bill H. R. No. 549, for the completion of the road from Fort Union to Santa Fé, have, according to order, had the same under consideration, and recommend it to the favorable consideration of the House.

They submit the following correspondence and estimate of cost as a part of their report:

MILITARY DEPARTMENT OF NEW MEXICO,
Santa Fé, New Mexico, March 9, 1858.

GENERAL: For the purpose of carrying out the views of the Hon. Mr. Otero, as expressed to you in his letter of the 19th November, 1857, I would respectfully suggest that he be requested to ask from Congress the appropriation of the following named sums, to wit:

1st. For the completion of the "military road from Fort Union to Santa Fé," in the Territory of New Mexico, as by estimate in detail herewith submitted, \$35,000.

2d. For explorations and surveys, to ascertain the most feasible routes for, and the probable expense of constructing, the following named military roads and bridges in the Territory of New Mexico: *Provided*, That such sums as may remain of said appropriations, after paying the expenses of surveys, explorations, and estimates, shall be applied towards the construction of said works respectively, viz:

Military road from Fort Union to Taos.....	\$10,000
Military road from Taos to Fort Massachusetts.....	10,000
Military road from Santa Fé to Fort Stanton.....	20,000
Military road from Albuquerque to Fort Stanton.....	17,500
Military road from Albuquerque to Fort Defiance.....	15,000

3d. The sum of ten thousand dollars (\$10,000) for minute examinations and surveys and the preparation of estimates for constructing

permanent bridges across the Rio Bravo del Norte, at or near the following named points, to wit:

- One at or near Fort Massachusetts;
- One at or near Cañada;
- One at Albuquerque or at Ysleta, and
- One at a suitable point in the county of Doña Ana.

There are doubtless many points in the vicinity of the above named roads where it is desirable to have some reliable means of furnishing permanent supplies of water, but it may probably be deemed expedient to await the result of the experiments in artesian well-boring (now in progress) before deciding upon the plan for effecting this end.

The fact of the "road from Fort Union to Santa Fé" being a part of the great mail route from Missouri to the largest settlement in the Territory of New Mexico, and it being the only portion of the route upon which serious natural obstacles to easy transit exist, is deemed of sufficient importance to justify the asking for such a sum as will make the road at least equal, in facility for travelling, to the natural road across the plains, which constitutes the chief portion of the route.

All of which is respectfully submitted by your most obedient servant,

J. N. MACOMB,
Captain Topographical Engineers.

Brigadier General J. GARLAND,
Commanding Department, New Mexico.

*Estimate for the completion of the road from Fort Union to Santa Fé,
New Mexico.*

From Santa Fé to the Arroyo Hondo, 5 miles and 3 chains...	\$1,500
From the Arroyo Hondo to the Rock Corral, 4 miles and 26 chains.....	4,500
From the Rock Corral to El Cañon de Apache, by present main road 4 miles and 59 chains, and by trail which can be improved, 2 miles and 39 chains.....	8,500
From the mouth of Cañon de Apache to El Arroyo de Pecos, by present road, 10 miles and 73 chains, and by trail which can be improved, 9 miles and 64 chains.....	10,500
From El Arroyo de Pecos to San José, crossing of the Pecos river, 18½ miles.....	7,500
From San José to Tecalote, 15½ miles.....	6,500
From Tecalote to Las Vegas, 11 miles.....	3,500
From Las Vegas to Fort Union, by one route 30 miles, by another 27 miles.....	4,500
Bridges across the rivers Pecos, Moro, Sapello, and Gallenas, \$1,000 each.....	4,000
	51,000

From which deduct amount appropriated for this road by act
of 3d March, 1855, No. 58, chap. CLXIX..... \$16,000

Making amount requisite to perfect this road 35,000

Respectfully submitted to General Garland,

J. N. MACOMB,
Captain Topographical Engineers.

SANTA FÉ, NEW MEXICO, *March 9, 1858.*

SANTA FÉ, *March 14, 1858.*

DEAR SIR: An answer to your letter of the 19th November has been delayed for want of the necessary information upon which to base your action. You will receive herewith a letter from Captain Macomb, Topographical engineers, enclosing to me an estimate for roads, bridges, &c., which I think very reasonable; the original estimate has been sent to the proper bureau at Washington.

The people of Mesilla are likely to drive us into another war with the Apaches; for particulars see Santa Fé Gazette. The Kiowas begin to give me some uneasiness. I have sent one of their chiefs, a prisoner, to them with a strong talk.

Most truly yours,

JOHN GARLAND,
Brevet Brigadier General U. S. A.

Hon. M. A. OTERO,
Washington.

BUREAU OF TOPOGRAPHICAL ENGINEERS,
Washington, May 5, 1858.

SIR: As requested by you this morning, I have the honor of transmitting herewith a copy of Captain Macomb's letter of the 11th March, 1858, and a copy of the estimate therein referred to.

Respectfully, sir, your obedient servant,

J. J. ABERT,
Colonel Corps of Top. Engineers.

Hon. M. A. OTERO,
House of Representatives.

MILITARY DEPARTMENT OF NEW MEXICO,
Santa Fé, March 11, 1858.

COLONEL: I have the honor herewith to forward to the bureau a copy of an estimate which I have been called upon to furnish to the general

commanding this military department, to accompany his reply to a letter addressed to him by the Honorable Mr. Otero, delegate to Congress from this Territory, in relation to military roads and bridges, &c.

The road between Fort Union and this point has been carefully examined by me, with the aid of my principal assistant, who has drawn up a careful estimate for perfecting the road, which I hope may be approved, and the amount granted.

The other matters referred to, it will be observed, are all new, that is, for which no appropriations have heretofore been granted ; I have, therefore, suggested that the appropriations should be so made as to authorize and require the obtaining of full information before any work is decided upon.

The appropriations heretofore made for roads in this Territory have simply given a sum for each road, generally, quite insufficient for accomplishing the object, and, at the same time, leaving the officer in charge in a state of doubt as to what expenditures would be allowed for the necessary explorations. As I know of no fund to pay for such special examinations, I have suggested that these important preliminaries may be provided for in the drawing up of the appropriation bills, as will appear in my estimate.

I remain, very respectfully, your most obedient servant,

J. N. MACOMB,

Captain Topographical Engineers.

Colonel J. J. ABERT,

Comd'g Corps Top. Eng's, Washington, D. C.